

CAUTION

Carefully inspect the outside of the rator for small bolts, washers or other metal "trash" that may have been picked up by the magnets. These small metal bits can cause severe damage to the alternator stator plate components.

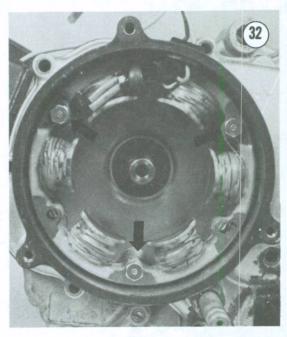
- 10. Install by reversing these removal steps, noting the following.
- 11. Make sure the Woodruff key is in place on the crankshaft and align the keyway in the rotor with the key when installing the rotor.
- 12. On models so equipped, be sure to install the washer (**Figure 30**) prior to installing the rotor bolt. Install the rotor nut.
- 13. To keep the rotor from turning, use the same tool set-up (Figure 31) used during removal.
- 14. Tighten the rotor bolt to 26-32 Nem (19-23 ft.-lb.).

Stator Removal/Installation

- 1. Remove the rotor as described in this chapter.
- 2. Disconnnect the electrical connector from the stator assembly to the wiring harness.
- 3. Remove the bolts (**Figure 32**) securing the stator assembly to the left-hand crankcase cover.
- 4. Pull the grommet and electrical harness out of the left-hand crankcase cover.
- 5. Remove the stator assembly.
- 6. Install by reversing these removal steps.

ROTOR TESTING

The rotor is permanently magnetized and cannot be tested except by replacement with a rotor known to be good. A rotor can lose magnetism from old age or a sharp blow. If defective, the rotor must be replaced; it cannot be remagnetized.



STATOR COIL TESTING

Honda does not provide continuity nor resistance specifications for all models. Specifications are available for the following models only:

- a. 1981-on ATC110.
- b. ATC125M.

It is not necessary to remove the stator assembly to perform the following tests. It is shown removed in the following procedures for clarity. All tests are performed at the electrical connector (Figure 20). Tests points are either between the different pins within the connector or between the different pins and ground.

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